

Going to Maine or Canada? Here Is Information on Roads

Detailed Report on Highway Conditions Throughout the State and Also Just Over the Border in the Dominion Set Forth for the Touring Motorist

The following pertinent information on road conditions in Maine and Canada comes from the Automobile Club of America:

From Portsmouth to Portland, through the Yorks, Kennebec and Biddeford, the road is all hard surface and in good condition.

This is a good road from Kennebec to Kennebec, also from Saco through Old Orchard and Pine Point back to Dunstan.

The coast road between Portland and Bangor, through Brunswick, Rockland and Belfast, is free from detours and 75 per cent good, and with the exception of a few stretches which are somewhat worn and rutted is in better condition than ever before.

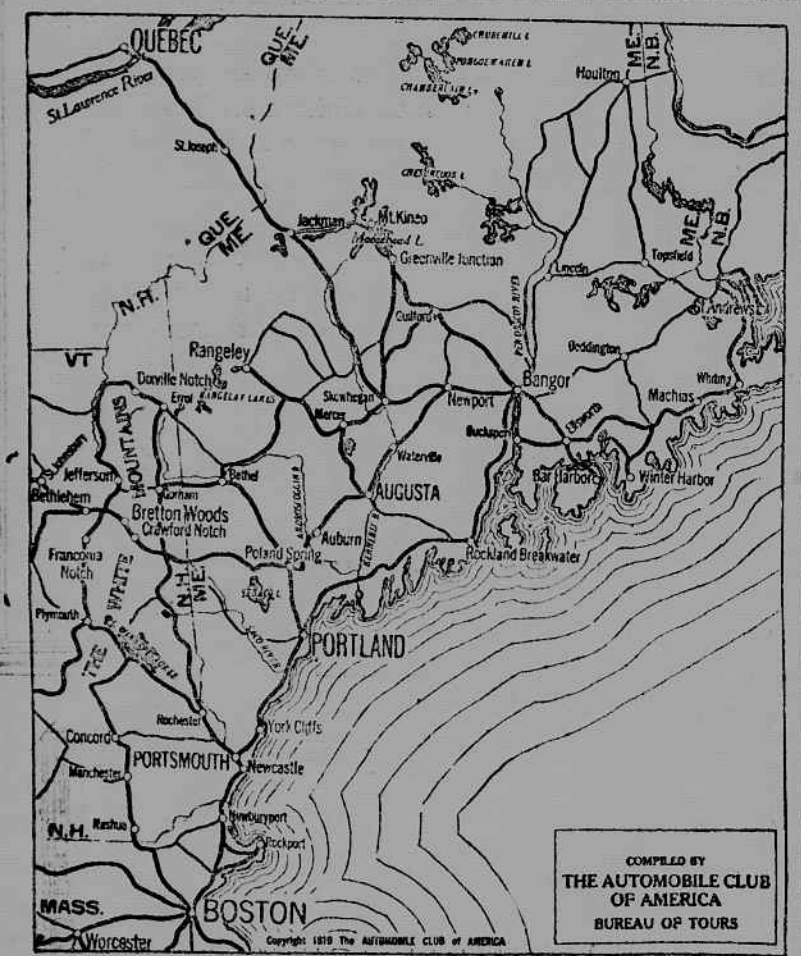
Many motorists use the Backschoot ferry and then run through Orono and West Ellsworth to Ellsworth, and then up to Bar Harbor, which is considerably shorter, but the road surface is not so good. There are very steep hills between Prospect and the ferry. Much better time can be made by continuing on to Bangor and then over the old telegraph road, which has been surfaced and is in excellent condition through Brewer, Green Lake and North Ellsworth to Ellsworth.

The section of the shore road from Wiscasset to Bangor, through Damariscotta, which has been under construction for the last three years, is now finished and open, thus eliminating the detour via Sheepscot.

To Reach Coast Points

South Harswell and Cundy's Harbor can be reached from Brunswick. Booth Bay Harbor and Ocean Point from North Edgemoor, Christmas Cove, Bristol and Pemaquid Harbor from Damariscotta.

Glennville, on Muscongus Bay and Portley, through Thomaston, Ash Point and Owls Head from Rockland. Castine and Brooksville, from Orono. Blue Hill ferry and East Surry, from East Orono.



The road from Ellsworth to Bar Harbor is in excellent condition. From Portland to Portland Springs via Gray is in fair condition. From Gray to Auburn and Lewiston through Danville Junction there are one or two sections under construction. The detours are short and in fair condition.

From Lewiston to Augusta the surface is quite good at the present time. Either side of the river from Augusta to Waterville may be taken; also the road from Waterville through Burnham, Pittsfield, Newport and Etna to Bangor.

Motorists going from Augusta to Quebec will find road conditions good through Waterville, Skowhegan and Bingham. From there on to the Canadian line at Armstrong is a dirt road, quite narrow, making it necessary to drive with caution. Motorists should sound horn frequently, as cars can pass only where turns are provided.

The scenery from Augusta along the Kennebec all the way to The Forks is magnificent.

From the international boundary line to Quebec there is a hard surfaced road in excellent condition. There is also a hard surfaced road from Quebec along the St. Lawrence to Montreal, 180 miles.

Motorists can get up to Greenville Junction and Moose Head Lake without difficulty. To reach Kineo, it is necessary to take the boat from Greenville Junction.

Through Great North Woods

The Great Northern Paper Company has built forty miles of good gravel road from Kineo around the upper end of the lake through the Great North Woods, which is a very interesting run. Arrangements can be made at Greenville Junction to have the car taken aboard the boat and towed into Kineo. Belgrade and the Rangely Lakes are very popular with tourists touring through Maine and can be reached over fair roads.

From Skowhegan the best route is through Norridgewock, Mercer, New Sharon, Farmington Falls and Farmington, Phillips, Madrid to Rangely. A fair alternate route from Skowhegan is from Norridgewock, Madison, Anson, New Portland, Dead River, Flagstaff, Dallas Place to Rangely. The above route is considered one of the best inland routes in the state. The roads are practically gravel all the way, riding in view of Mount Bigelow, with a continuous panorama of rugged views.

The road from Portland through Raymond to the Bay of Naples has recently been repaired, making it free from ruts and bumps, and it now provides quite good going.

The Poland Springs-White Mountain trunk line, just beyond Fryeburg, with the exception of a short stretch between Bridgeton and Naples and between Naples and Wells Mills. Considerable improvement has been made on the Saco Valley route from Portland to Fryeburg.

Five miles of good gravel road has been built in the town of Hiram to the Brownfield line, and one mile in the town of Brownfield to the Fryeburg line.

Money has been appropriated to

How to Know When Gas Line Is Clogged Up

Sluggish Running Tells, It First, Later Engine Stops and After a Pause May Be Started Again; What to Do

By William H. Stewart, Jr.

President Stewart Automobile School

One of the most annoying troubles for the novice to locate is an obstruction in the gasoline line from tank to carburetor. Some carburetors have a strainer where the gasoline enters the float chamber, and others have a strainer on some part of the gasoline line. There is one on the vacuum tank where the fuel pump from the main tank enters at the top.

These are all easily removed for cleaning, but sometimes clogging occurs at a bend in the pipe, and then it is not so easily reached. In some cases the pipe line is removed from the carburetor and the operator blows back against the stoppage. This frequently loosens it and the gasoline is allowed to flow, carrying the dirt with it.

This trouble usually comes on gradually, a few pieces of lint, chaff, dust, etc., accumulating on the strainer and not doing any harm as there is plenty of room around them for the passage of the gasoline. But soon the accumulation only allows enough gasoline to turn the engine at a snail's pace. The driver does not know this and when he tries to speed up the engine it does not respond.

The gasoline cannot flow through fast enough to satisfy the increased demand, making the engine sluggish. Then more dirt arrives and the engine weakens, may backfire at the carburetor, and soon stops. Gasoline can get through, but not fast enough to supply the engine.

While the motorist is searching for the trouble the float chamber fills and the characteristic symptom of a clogged gasoline line. The engine stops, but may be started after a time, only to stop again. Where a strainer is easily accessible it is well to clean it occasionally, but the average operator waits until the above symptoms develop. When they occur as described above there can be no doubt about the trouble, so the only thing to do is to remove the strainer and clean it.

Trucks Do Big Service As Helpers on Tour

Carry Tents and Cots for East Michigan Pikes Run

Each summer members of automobile clubs and road associations hold what is known as the East Michigan Pikes tour from Detroit to Sault Ste. Marie on the eastern pike, returning through the center of the state, a distance of 1,200 miles, consuming nine days.

The feature of the tour this year was the performance of three Denby trucks, which kept up with the automobiles and never missed a control. New two-ton models equipped with Firestone cord tires had no trouble doing thirty miles or better an hour. These trucks carried the big tent, cots for the tourists, all their baggage and a repair outfit, and none of the tired tourists had to wait before their plunge into slumberland.

Narrow trail roads and more sand than is encountered in a trip from New York to San Francisco were negotiated, 200 miles of the way being freshly laid crushed stone and gravel.

This Denby-Firestone performance was a revelation to the farmers, showing what can be done with present roads and what the future holds in store when Michigan's \$50,000,000 good roads programme is finished. The trucks went through the grind in the pine barrens without any repairs, not even a loose bolt, and there was just one puncture from a railroad spike picked up at Sault Ste. Marie. Trucks with power, these have four-speed transmission, and, riding on pneumatics, appear to answer the question for the farmers, eliminating damage during shipment and making the most of time.

Savold Completes Test

W. H. Durborough, field manager of the Savold Tire Corporation, drove up to the offices of the organization at 5 Columbus Circle, Friday afternoon, successfully terminating the first official road test of the company's product. More than 3,500 miles, the aim of the trip, was accomplished since the start from the Chicago Automobile Club, on July 3, and under the most adverse conditions, caused chiefly by the long rains through Pennsylvania and Ohio.

Three tires were on the same air throughout and the fourth was cemented slightly to keep down lacera-tion caused by a ten-foot plunge into a ditch to avoid a collision near Detroit. Every mile of the way, however, was accomplished on the four original tires, the seal on the spares being unbroken from beginning to end.

F. E. Edwards, chairman of the technical committee of the Chicago Automobile Club, and formerly chairman of a like committee of the American Automobile Association, supervised the test and examined the tires on arrival in New York. He found his labels and seals intact and officially verified the performance of the tires.

The test thoroughly demonstrated the serviceability and practicability of the rebuilt tire. Each Savold on which the run was made was built in the Chicago factory of the corporation from old carcasses already discarded.

The New York City officers of the Savold Tire Corporation are satisfied, as is Mr. Edwards, that Mr. Durborough gave the tires a severe test and completely proved the success of the process of reclamation.

Offers New Table Of Tire Pressures

United States Tire Company Man Outlines Loads and Inflation for All Types

By R. R. Drake
Manager Service Department, United States Tire Company

Herewith is given a new and up-to-date table, showing the maximum loads and the proper air pressure for pneumatic tires, as recommended by the United States Tire Company for the users of its tires:

Fabric tires for passenger cars:

Tire	Maximum load	Corresponding air pressure
2 1/2" x 20"	275	45
3" x 20"	375	55
3 1/2" x 20"	475	65
4" x 20"	575	75
4 1/2" x 20"	675	85
5" x 20"	775	95
5 1/2" x 20"	875	105
6" x 20"	975	115

Cord tires for passenger cars:

Tire	Maximum load	Corresponding air pressure
2 1/2" x 20"	375	45
3" x 20"	475	55
3 1/2" x 20"	575	65
4" x 20"	675	75
4 1/2" x 20"	775	85
5" x 20"	875	95
5 1/2" x 20"	975	105
6" x 20"	1,075	115

Cord tires for motor trucks:

Tire	Maximum load	Corresponding air pressure
3 1/2" x 22"	1,000	70
4" x 22"	1,200	80
4 1/2" x 22"	1,400	90
5" x 22"	1,600	100
5 1/2" x 22"	1,800	110
6" x 22"	2,000	120
6 1/2" x 22"	2,200	130
7" x 22"	2,400	140
7 1/2" x 22"	2,600	150
8" x 22"	2,800	160
8 1/2" x 22"	3,000	170
9" x 22"	3,200	180
9 1/2" x 22"	3,400	190
10" x 22"	3,600	200
10 1/2" x 22"	3,800	210
11" x 22"	4,000	220

It will be noted that in this table the cord tire has a slightly greater carrying capacity than the fabric. The difference between the air pressure of fabric and cord tires should be carefully noted.

There has been so much discussion to the effect that cord tires did not require as much pressure as fabric tires that we have found by taking the pressure of a number of cord tires selected at random, that motorists are using considerably less pressure than they should.

The result of this is that occasionally a cord tire is injured, due to backing into a curb or striking some other obstruction with force enough to press the tire down to the rim, which causes a break.

Motor Trucks to Tour Through Farm Country

What is to be called the National Motor Truck Development Tour, run under the auspices of the National Association of Motor Truck Sales Managers, will leave Chicago August 4, and will visit six states before it finishes, October 4, at Milwaukee. In the course of visiting the six states it will cover 8,000 miles through the rich farming section of the Middle Northwest.

The tour is being run to sell to the farmer the idea of motorization of his acreage. The entrants will not carry any specific advertising matter extolling the virtue of this or that particular truck. They will carry no literature other than that which gets the O. K. of the National Association of Truck Sales Managers for the good of the entire motor truck and farm industry. The tour will distribute several hundred thousand pamphlets in which the motorization of the farm will be discussed from every angle.

All types of bodies will be carried and demonstrations will be arranged en route to carry loose hay for the farmers, pick up a load of livestock, wheat, oats or anything else they may wish to transport to the elevator or the city.

Walter White a Chevalier

Walter C. White, vice-president of the White Company, has been made a chevalier of the Legion of Honor by the French Republic. This honor was conferred as an added recognition of the service rendered to France by the White Company during the war.

The first and second groupments of the Great Headquarters Reserve No. 1 of the French army, each operating more than 500 White trucks, had previously received the Croix de Guerre with citation for distinguished service, and another citation was issued later on behalf of the entire Reserve No. 1, operating 2,500 White trucks.

McCloskey Goes Up Higher

The appointment of H. H. McCloskey to be second assistant treasurer has just been announced by the Goodyear Tire and Rubber Company of Akron. McCloskey came to Goodyear only four years after its organization, on November 10, 1902.

Edward S. Jordan Offers Used Car Solution

Buy Only the Best Second Cars Offered as Trade-Ins, Is His Suggestion

Edward S. Jordan, president of the Jordan Motor Car Company, offers automobile dealers a solution of the problems connected with the handling of used cars. His suggestion for settling the used car question, which dealers have long considered one of their greatest problems, has attracted considerable attention since he made it in an address before a recent meeting of automobile manufacturers and dealers.

Jordan asked every dealer present to write the names of what he considered the best and second best cars in every price class from \$500 up. This gave each dealer a list of about sixteen cars. Each man made his own list without consulting anybody else.

Then Jordan suggested that for sixty days each dealer trade only in the cars he had just written on his list, cars which measured up to the individual dealer's specifications of what constituted good merchandise.

"If you will have the courage to sell only those cars you know are good merchandise," Jordan told the dealers, "it will mean big elimination, of course, but you will have the used car problem solved."

"Don't sell a man an automobile you know is wrong. You can figure he will get back at you."

Bacon Goes With McGraw

As Tire Sales Manager

The McGraw Tire and Rubber Company announces that H. M. Bacon has been chosen as its general sales manager. Mr. Bacon was for eight years with the Diamond Rubber Company.

He became widely known through his management of racing teams, and as a conspicuously successful tire merchandiser. He now resigns the position of vice-president in charge of Diamond sales to handle McGraw sales.

He assumed his new office August 1, making his headquarters in Cleveland.

Kerosene and Water Is Producing Good Results

Said to Prevent Carbon in Motors and Adds Much Power

F. B. Wright, of the Esta Company, at 1844 Broadway, who has spent a great deal of time and study in the last few years investigating motor troubles and carbon prevention, states that kerosene mixed half and half with water in the Esta carbon eliminator is giving the best results, not only in preventing carbon, but in giving added power to the motor. This device goes on the dash under the hood and introduces a humidified kerosene vapor into the mixture. A number of experts claim that it is a necessary adjunct to any car or truck and soon pays for itself in the better running qualities experienced.

Hot Weather Tire Pressures

"Summer days cost motorists a lot of money," is the declaration of G. E. Brunner, manager of the service department of the Goodyear Tire and Rubber Company. "Most motorists have a wrong impression about the increase of air pressure in tires in warm weather. Belief is quite common that on hot days the air pressure may increase to the point of causing a blow-out. There really is nothing to this, for the heat does not come from the temperature of the air outside, as is commonly supposed, but from the natural flexing of the tire as it rolls over the road or street."

"It is true that on a very hot day the air pressure in tires that are used continuously increases slightly, but never sufficiently to cause any injury to the tire. Tires are not as fragile as some persons imagine, and are able to stand three and four times the ordinary pressures used."

Effects of War Work In New Mitchell Sixes

"That the new Victory Model Mitchell car is a great improvement on any other car ever turned out at the Racine factory is indicated by the small percentage of these cars now on the road that come back to our service station for adjustment or repairs," says George Stowe, president of the Mitchell Motor Car Company of New York.

"This not only means that the car is well built, but that all the 'bugs' were worked out of the new model at Racine before it ever left the factory. As a result the car not only satisfies our customers, but has added so much prestige to the Mitchell name that we can not get enough cars to meet the demand."

"Out at the factory they seem to think that the rigid requirements of war work for the government had considerable to do with this betterment of factory results."

United States Tires

Perform Well in Cuba

In a recent letter from Cuba the United States Tire Company is informed that its Royal Cord is the "quality tire" of the island. Señor Ignacio Montalvo, of Havana, is the proud owner of a Royal Cord that has already given 16,766 miles over poorly paved roads. There was also the report on a Nobby fabric tire which had given 19,000 miles on a delivery truck in Havana and a chain tread which had turned in a mileage of 15,500 on the car of Dr. Carlos Pineiro, of Havana.

Ralph Dort to Stay

In France as Sales Director

Announcement is made by the Dort Motor Car Company of the appointment of Ralph B. Dort as director of sales for Europe. He was recently discharged from the United States Marine Corps, with which he served throughout the war. He will make his home and business headquarters in Paris.

THE SAVOLD TIRE CORPORATION ANNOUNCES

That owing to the immediate nation-wide expansion of its business, due to the public appreciation of the great problem solved by the Savold Rebuilding System, it has been found imperative to augment its present organization by placing the entire Savold Rebuilding System under the exclusive management of the

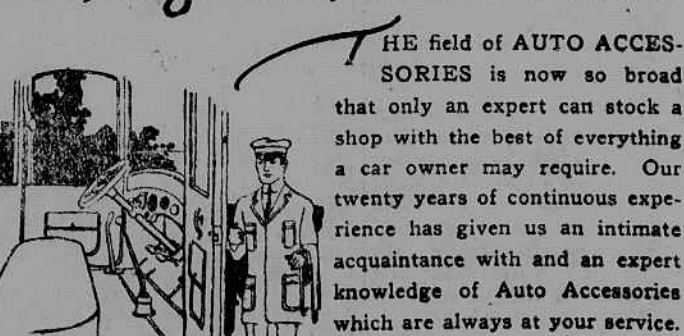
FINANCE AND TRADING CORPORATION OF NEW YORK

The officers and directors of The Savold Tire Corporation are confident that the added strength of the Finance and Trading Corporation will not only conserve the very valuable good will which has been already established, but that they have insured a wide development of the business along strong constructive lines. The record of the Finance and Trading Corporation and the personnel of its officers and directorate are such as to confirm the correctness of their decision.

The Finance and Trading Corporation will have complete charge of the extending of The Savold Tire Corporation's present system of buying, selling, advertising and accounting. Under the management of the Finance and Trading Corporation, The Savold Tire Corporation will continue to develop to the public's greatest satisfaction its high standard of service.

SAVOLD TIRE CORPORATION NEW YORK CITY

The Sportsman's Store Everything For the Sportsman and Motorist



THE field of AUTO ACCESSORIES is now so broad that only an expert can stock a shop with the best of everything a car owner may require. Our twenty years of continuous experience has given us an intimate acquaintance with and an expert knowledge of Auto Accessories which are always at your service.

JOHN IURIE, INC.
BROADWAY - 58th and 59th STS.
ESTABLISHED 1899
Formerly THE AUTO SUPPLY CO.